

March 22, 2013

To: Executive Board

Subject: **San Gabriel Valley Park and Rides**

---

### **Summary**

Westbound freeways in the San Gabriel Valley are heavily congested especially during the early morning hours and afternoon commute back to the Valley. Caltrans embarked on widening the 10 Freeway with the intent of reducing traffic congestion along the corridor. With anticipated future population growth in the Los Angeles Region, freeway traffic conditions will still exhibit congestion. Foothill Transit's express bus service provides an alternative solution. Building park & rides dedicated to express bus service provides an efficient way to access public transit. Park & Rides will have the added benefit of reducing greenhouse gas emissions through a reduction of vehicle miles traveled.

Historically, Foothill Transit has served a number of park & ride lots in and around our service area, extending from Montclair to downtown Los Angeles and Pasadena. Most of the parking now available in the San Gabriel Valley east of I-605, including critical parking at high-demand locations is provided by Caltrans or is made available either through cooperative agreements with various entities that have some parking available, or through the efforts of our member cities to provide space at locations such as retail centers which have sufficient capacity.

Foothill Transit's 2001 Strategic Business Plan listed five characteristics that impact the effectiveness of Park & Rides. Among these was predictability. An ideal facility should be either owned by Foothill Transit or by another agency with whom Foothill Transit has a long-term agreement that permits parking at that location. Only in this case can high quality amenities be provided, and only in this case can Foothill Transit plan service in a rational way without the danger of unexpected "evictions" when an owner finds a more desirable use for the site.

### **I. Park & Ride Overview**

There are 11 park & ride lots within the Foothill Transit service area. , With only one exception, these facilities are not owned, controlled, or operated by the Foothill Transit. Foothill Transit did partner with the City of Claremont to jointly develop a Park & Ride facility in the Claremont Village area. All of the lots are mixed use by van poolers, car poolers, and transit commuters. The main objective of the park & ride lots is to reduce the level of traffic congestion in the region and to offer an alternative to driving a single occupant vehicle.

Special Executive Board Meeting – Study Session – 03/22/13  
 San Gabriel Valley Park and Rides  
 Page 2

## II. Overview of Express Routes in the Service Area

Listed below are the Foothill Transit's seven express routes with service from Montclair to Downtown Los Angeles and Pasadena. **Exhibit A** shows the express schedules with frequency of service during peak and non-peak hours and time points. On the average, express routes have a frequency of every 15 minutes.

- 481** – El Monte Station to Downtown Los Angeles  
 Approximately 16 miles. 22 trips/weekday.  
 July 2012 – January 2013 ridership – 42,545
- 493** – Diamond Bar to Downtown Los Angeles  
 Approximately 35 miles. 34 trips/weekday  
 July 2012 – January 2013 ridership – 107,510
- 497** – Chino to Downtown Los Angeles  
 Approximately 40 miles. 26 trips/weekday  
 July 2012 – January 2013 ridership – 60,442
- 498** – Azusa to Downtown Los Angeles  
 Approximately 28 miles. 39 trips/weekday  
 July 2012 – January 2013 ridership – 146,405
- 499** – San Dimas to Downtown Los Angeles  
 Approximately 29 miles. 29 trips/weekday  
 July 2012 – January 2013 ridership – 98,229
- 690** – Montclair to Pasadena  
 Approximately 30 miles. 17 trips/weekday  
 July 2012 – January 2013 ridership – 49,150
- 699** – Montclair to Downtown Los Angeles  
 Approximately 36 miles. 58 trips/weekday  
 July 2012 – January 2013 ridership – 769,874

Total fiscal year-to-date January 2013 express route boardings of 663,084 represents 8.2% of the total system wide boardings of 8,116,987.

It is important to note that Foothill Transit could establish a new express service at any location where a Park & Ride facility is established. Accordingly, the transit route structure does not limit potential locations for Park and Ride facilities.

## III. Transit Oriented Neighborhood Program (TONP)

In January of 2003, Foothill Transit's plan to build a transit plaza and mixed-use development in Covina to address the demand for commuter parking were discontinued. This coincided with the closure of the longtime Eastland Shopping Center Park & Ride. These two actions prompted the Executive Board to adopt a policy statement regarding Foothill Transit's involvement in the provision of park & ride

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 3

facilities.

At its January 24, 2003 meeting, the Executive Board approved in concept a draft park & ride policy to allow Foothill Transit to encourage our member cities to develop mixed-use transit-oriented neighborhood projects. The attached (**Exhibit B**) Transit Oriented Neighborhood Program Policy is a win-win solution for Foothill Transit and its member cities to address the issue of parking shortages for commuters seeking to use transit services, resulting in reduced freeway congestion.

Due to the extremely high level of congestion on our freeway system, many customers who commute daily to downtown Los Angeles and Pasadena will always prefer to drive to a location where high-quality transit is available to their work destination. The TONP was conceived to develop an effective method of providing funding for park & ride lots/structures and to clarify Foothill Transit's role in providing commuter parking to customers.

Foothill Transit developed the attached policy in order to:

- Develop an effective method of providing funding for park & ride lots/structures;
- Clarify Foothill Transit's role in providing commuter parking to customers;
- Improve relationships with cities and be responsive to customers;
- Encourage cities/others to incorporate commuter parking into their mixed-use developments; and
- Minimize service impacts resulting from agency investment in parking structures.

The policy provides Foothill Transit with a mechanism to fund mixed use, transit-oriented neighborhood projects for our member cities who qualify based on a competitive application process.

Foothill Transit has been highly successful in achieving discretionary federal funding since arriving on the Washington scene as a relative unknown. Foothill Transit has done remarkably well in a highly competitive environment with three dollars of demand for every available dollar. Over the years, Foothill Transit has annually petitioned for funding from the Bus Capital Discretionary account, and Congress has awarded Foothill Transit over \$30 million for the construction of two bus operations and maintenance facilities and for fleet replacement and expansion.

#### **IV. Current Operating Park & Ride Facilities**

##### Lot Location and Capacity

Foothill Transit provides bus service to and from the 12 park & ride lots within its service area plus one lot in Chino. These lots are owned by Caltrans or are made available

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 4

through a cooperative agreement with a City such as the one in Industry. The Caltrans lots are not dedicated to public transit and use is shared with van poolers and car poolers. As such, availability of use by Foothill Transit bus patrons is limited.

Park & Ride Location	City	Bus Lines	Lot Capacity
Monrovia Park - Myrtle & Duarte	Monrovia	494	66
Citrus College - Barranca & Foothill	Glendora	498	750
Grand Ave. -Baseline & Barranca	Glendora	498, 488	190
Lone Hill - Lone Hill Road	San Dimas	494, 499, 690	150
San Dimas - San Dimas & Bonita	San Dimas	499, 490	300
Fairplex Park & Ride - Pomona	Pomona	286, 197, 482, 292, 195	500
Via Verde Park & Ride - San Dimas	San Dimas	499	240
West Covina Plaza - West Covina City Hall	West Covina	Silver Streak, 185, 498, 178, 272, 281, 480, 488,	70
Diamond Bar Park & Ride - Diamond Bar Blvd.	Diamond Bar	286, 482, 493	376
Industry Park & Ride - Stafford & Valley	Industry	185, 487	100
Chino Park & Ride - Chino & 71 Freeway	Chino	497	
Claremont Village Park and Ride	Claremont	480	200

## V. Park & Ride Criteria for Locations

Criteria for locating park & ride lots will be dependent upon population growth in the region. In addition to population growth, gas prices will significantly impact park & ride and express bus demand. Foothill Transit's planned Comprehensive Operational Analysis (COA) will include population growth patterns and projections in the region and the results will be incorporated into the park & ride location selection process. In order to optimize the public use of park & ride facilities, they should be located in areas that meet the following criteria:

- Near future growth – park & rides should serve the greatest possible population base and population densities.
- Close to origin of users – park & rides should preferably be located within 5 miles of users.
- Prior to main travel corridors – park & rides should be located away from congestion and traffic jams.
- Adjacent to freeway interchanges – park & rides should be located adjacent to freeway interchanges to reduce travel times for users.

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 5

In general, the highest need for Park & Ride facilities is in the Covina/West Covina Area and the City of Industry near the Puente Hills Mall.

## **VI. Park & Ride Facility Amenities**

A 2012 study conducted by Capital District Transportation Authority (CDTA) in Albany, New York on Park & Ride and Express Bus indicated that the appearance of the site makes a big difference to a daily user of the park & ride. A clean and attractive site is essential to a successful park & ride. Safety concerns can also be exacerbated by poor site maintenance and lighting conditions.

Additional amenities that can have a positive impact on users are:

- Posted Bus Schedule – Schedules should be posted on or around the bus shelter. Updated arrival information should be available for the bus route.
- Passenger Shelters – Passenger shelters are an important amenity for park & ride users as it gives them seating and refuge from inclement weather.
- Bicycle Parking – Incorporating bicycle parking into park & ride lots is an important element for users who come from within two to three miles of the lot.
- Wayfinding and Branding – Clearly identifying the park & ride location is important. According to the CDTA study only 22 percent of the existing users learned about a park & ride facility through signage. Locating park & ride signage along highways is an effective way to guide users to lots and advertise the park & ride.

One interesting result of the CDTA study didn't identify having restrooms as an amenity the respondents desired. Most park & rides don't have restrooms because of issues with vagrants occupying the restroom as shelters, vandalism, and maintenance cost.

## **VII. Operating Costs**

As Foothill Transit advanced toward owning its own Park and Ride facilities, funds will be required to operate and maintain these facilities. Operations and Maintenance costs include cleaning, lighting, maintenance, repairs, security, landscaping, access control, insurance, labor and administration.

According to a study conducted by the Victoria Transport Policy Institute (VTPI) parking facilities require resurfacing and repaving every 5 – 10 years and parking structures require major reconstruction or replacement after 20 – 40 years. A 1996 Survey conducted by VTPI found that commercial parking operations expenses average about \$500 annually per space, about half of which was associated with fee collection and security.

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 6

The table on the following page shows the maintenance cost for the Covina Metrolink Station from July 2009 through June 2012. The three-year average annual per space cost is \$158 without consideration for bond expenses. The cost includes expenses for parking permit, bank fees, and security. Note that the biggest cost is related to administration of parking permit and security.

<b>Covina Metrolink West Parking Structure Cost Analysis August 2012</b>				
	FY 11-12	FY 10-11	FY 09-10	3 Year Avg
Parking Permit Revenue	\$ (153,718)	\$ (87,300)	\$ (80,510)	\$ (107,176)
Bank Service Charges	\$ 6,001	\$ 4,348	\$ 3,581	\$ 4,643
Parking Permit Fees	\$ 17,817	\$ 10,388	\$ 8,488	\$ 12,231
Telephone/FIOS	\$ 3,528	\$ 3,528	\$ 3,528	\$ 3,528
Fire Alarm Monitoring	\$ 540	\$ 540	\$ 540	\$ 540
Elevator Contract	\$ 3,880	\$ 3,880	\$ 3,880	\$ 3,880
A/C Maintenance	\$ 1,278	\$ 1,045	\$ 1,125	\$ 1,149
CCTV Repairs	\$ 728	\$ 314	\$ 521	\$ 521
Water	\$ 2,536	\$ 2,580	\$ 2,432	\$ 2,516
Electricity	\$ 23,158	\$ 21,534	\$ 23,503	\$ 22,732
Landscaping/Tree Trimming	\$ 1,398	\$ 1,465	\$ 2,637	\$ 1,833
Sweeping	\$ 4,800	\$ 4,800	\$ 4,800	\$ 4,800
General Repairs	\$ 3,800	\$ 8,524	\$ 2,504	\$ 4,943
General Maintenance and Painting	\$ 15,666	\$ 4,373	\$ 9,585	\$ 9,875
Security	\$ 45,552	\$ 28,738	\$ -	\$ 24,763
Parking Enforcement	\$ 5,462	\$ 5,803	\$ 5,091	\$ 5,452
<b>Total Expenditures</b>	<b>\$ 136,144</b>	<b>\$ 101,860</b>	<b>\$ 72,215</b>	<b>\$ 103,406</b>
<b>Per Stall Average</b>	<b>\$ 208.49</b>	<b>\$ 155.99</b>	<b>\$ 110.59</b>	<b>\$ 158.36</b>
Bond Interest	\$ 78,500	\$ 88,625	\$ 107,875	\$ 91,667
Bond Principal	\$ 414,500	\$ 405,000	\$ 385,000	\$ 401,500
<b>Total Bond Expenditures</b>	<b>\$ 493,000</b>	<b>\$ 493,625</b>	<b>\$ 492,875</b>	<b>\$ 493,167</b>
<b>Per Stall Average</b>	<b>\$ 754.98</b>	<b>\$ 755.93</b>	<b>\$ 754.79</b>	<b>\$ 755.23</b>

- 653 spaces in the Metrolink West Parking Structure
- The 2010 Downtown Covina Parking Study by Advantec Consulting Engineers reported a \$177.91 per stall national average exclusive of capital reserve

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 7

## VIII. Current Funding Available

Foothill Transit received Federal Section 5307 formula funds and Section 5309 discretionary funds to fund the park & ride projects under consideration. In addition, local funds will be used for the 20 percent matching funds as required under the federal grants. Currently, Foothill Transit has \$11.8 M dollars of Section 5309 funds that can be used for the park & ride project only. Any funds not fully utilized in the Industry project will be allocated to the Azusa Intermodal Park & Ride.

Funding allocations are listed below:

Azusa Intermodal Park & Ride -	\$9,240,000
City of Industry Park & Ride -	\$14,904,300
West Covina Mall Park & Ride -	\$12,916,310
West Covina Transit Center -	\$5,000,000

The \$1,250,000 that was set aside for the Diamond Bar Park & Ride project will be reallocated to other projects.

## IX. Park & Ride Facilities Under Development

Foothill Transit's current Business Plan includes the development of park & ride facilities within the San Gabriel Valley among the organization's major initiatives. Projects have been considered and pursued in several cities, including Azusa, Diamond Bar, Industry and West Covina.

### Azusa Intermodal Park & Ride Project:

The City of Azusa is moving forward with plans for an intermodal facility at the site of the Metro Gold Line Foothill Extension planned station stop north of Azusa City Hall, and members of Foothill Transit's administrative team have been working with the City of Azusa on the development of that location as a park & ride facility for our customers who commute from the San Gabriel Valley to downtown Los Angeles.

On October 4, 2010 Foothill Transit and the City of Azusa signed a Memorandum of Understanding (MOU) for the development of a park & ride facility on an existing surface parking lot adjacent to Veterans Freedom Park located between Alameda and Dalton Avenues, north of Foothill Boulevard and south of 9<sup>th</sup> Street. The MOU stipulated that Foothill Transit will serve as the Federal Transit Administration grantee for the Project and that Foothill Transit will contribute and amount not to exceed \$4,000,000 in Federal Transit Administration Section 5309 funds to the project.

At the September 4, 2012 City Council meeting, the Council requested that City staff

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 8

review the possibility of further analysis of the “Alternatives” section of the Draft Environmental Impact Report (DEIR) on the a new site located north of the proposed Gold Line train tracks between Azusa and Dalton Avenues. The Council desired to determine the related additional cost and the impact to the timeline of the additional study and if it would meet the DEIR completion deadline of July 1, 2013 stipulated by the Gold Line Foothill Extension Authority. If the deadline date is not met, the Gold Line Authority will initiate building a surface parking lot on the project site north of the train tracks. The Environmental Consultant has provided an EIR schedule that meets the deadline.

On January 15, 2013 Foothill Transit and the project Environmental Consultant conferred with the L.A. Regional Office of the Federal Transit Administration (FTA) regarding the identified immitigable shadowing effect on the residence located just north of the new proposed site. Since the new site is not a historic site, not a scenic vista, not protected, and not an activity center, there is no adverse effect under National Environmental Policy Act (NEPA) guidelines. As such, the environmental document for the project will not be elevated to an Environmental Impact Study (EIS) and an Environmental Assessment (EA) will suffice.

The DEIR is currently in development and is expected to be completed prior to the Gold Line Authority’s deadline date of July 1, 2013.

City of West Covina Park & Ride Project:

A parcel of property has been identified along West Covina Parkway and adjacent to the Westfield Mall that may be feasible as a park and ride location. The site itself is well situated in terms of Foothill Transit’s route structure and would not have the same traffic or aesthetic issues that the original site faced.

At the November 12, 2010 Executive Board meeting, the Board directed staff to draft a Memorandum of Understanding (MOU) between Foothill Transit and the City of West Covina.

At a May 6, 2011 meeting among representatives of Foothill Transit, the City of West Covina, and Westfield Management, a preliminary design of a Transit Center and Park and Ride was presented to Foothill Transit. The proposed preliminary design includes a Transit Center with 12 bus berths and a 500-space park and ride structure to be built on an existing surface parking lot adjacent to Macy’s Department Store. The City of West Covina and Westfield Management have expressed interest in moving forward with the project.

On December 29, 2011 the California Supreme Court upheld the Legislature’s action to dissolve redevelopment agencies and struck down the companion “voluntary” participation scheme, effectively ending redevelopment in California. This decision



Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 9

suspended all redevelopment agency activities required to dispose of agency assets and dissolve.

Based on that decision and the fact that the City of West Covina's Redevelopment Agency (CDC) owns some of the property where the West Covina Transit Center and Park & Ride Project will be built, the West Covina CDC decided to put the project on hold while they figure out what options they can exercise to continue the project. At the September 28, 2012 Executive Board meeting, the Board approved the draft MOU between Foothill Transit, City of West Covina, and Westfield Development. At the October 16, 2012 West Covina City Council meeting, the council voted to approve the MOU as written.

Last December 6, 2012 the City was successful in receiving approval from the Oversight Board to transfer all properties of the former redevelopment agency at the Westfield Mall to the Parking Authority. This is a major step in making this project a reality. The City of West Covina will now wait for an approval or non-response by the State of California's Department of Finance. This process takes about 60 days to complete.

City of Industry Park & Ride Project:

On September 9, 2010 Executive Director Doran Barnes, Deputy Executive Director Kevin McDonald, and Director of Facilities Roland Cordero met with City of Industry Director of Public Works John Ballas at the City of Industry Metrolink station to discuss a possible partnership between the City of Industry and Foothill Transit in the development of a park & ride facility at the City of Industry Metrolink Station located at 600 Brea Canyon Road.

On July 12, 2011 Foothill Transit and the City of Industry signed a Ground Lease. Under the terms of the Ground Lease Foothill Transit will design and construct a 450 to 600-space five-level Park & Ride Facility in the City of Industry. The Facility will include bus loading and unloading areas and bus stop amenities. The term of the lease will be 40 years at a cost of one dollar (\$1) per year.

On June 14, 2012 Industry City Engineer John Ballas informed Foothill Transit that the Oversight Board of the successor agency to the Industry Urban-Development Agency agreed to transfer ownership of the Industry Metrolink property to the City of Industry. The Oversight Board adopted a resolution instructing the successor agency to quitclaim deed the property to the City and send a Notice of Action notifying the Department of Finance of its action.

On June 29, 2012, the Foothill Transit Executive Board authorized award of a construction contract to Klorman Construction in the amount of \$9,530,932. This figure is below the engineer's estimate of \$12,075,102.

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 10

The Industry Park & Ride facility will be a 4½ level parking structure with 623 parking spaces at the existing Metrolink Park & Ride lot in the City of Industry. The parking structure will be located on the northwest corner of the Metrolink Park & Ride located at 600 S. Brea Canyon Road and will replace 200 existing surface parking spaces on the project site taken up by the parking structure, resulting in a net increase of 423 parking spaces. The project will serve new and existing Foothill Transit patrons.

The project is funded with \$1.8 million in Federal Transit Administration (FTA) Section 5307 formula funds, \$9.7 million in FTA Section 5309 discretionary funds, and \$3.4 million in local grants, meeting the federal requirement for the provision of local matching funds. The total current project cost is below the project budget by \$4.1 million.

A pre-construction meeting was held on September 6, 2012 and installation of site fencing, construction trailer, and site preparation began during the week of September 17. Construction demolition was scheduled the week of September 24. Demolition of the existing surface parking lot started on October 2, 2012 and excavation for the structure foundation started on October 9, 2012. Completion of the project has been delayed to early September 2013 due to rain days in November and December. Project completion was originally scheduled for early August 2013.

## **X. History of Park & Ride Projects**

### Early 1990 mid-1995

Eastland Shopping Center provided nearly 1,200 surface parking spaces to Foothill Transit customers. In an attempt to ensure the long-term availability of Park & Ride availability at Eastland, the City Manager encouraged Foothill Transit to secure funding for a parking structure on land that was partially city owned on the eastern end of the shopping center. Several attempts were made to develop a parking facility at this site, but all failed for various reasons. Eventually, this land was developed as “The Curve” group of restaurants.

By mid-1995 there were only 396 spaces available for Foothill Transit’s use at the Eastland. Also during that period, Foothill Transit explored numerous opportunities to construct Park & Ride facilities along the I-10 Freeway corridor in the Covina and West Covina areas.

### 1996 through early 2000

Foothill Transit negotiated with numerous developers to identify locations for a TransCenter in the Covina/West Covina area. This included sites near both the Covina and West Covina Civic Centers. Again, for a variety of reasons, none of the projects came to fruition.

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 11

## Lakes Drive Park & Ride - 2000

Late 2000, all remaining spaces at Eastland were no longer available. As a result,

Foothill Transit leased 156 spaces adjacent to the now closed Wicke's Furniture Store.

In October 2000, Foothill Transit opened, the West Covina Lakes Park & Ride, in response to the scheduled reduction of the Eastland Park & Ride in November. In order to assess the effectiveness of the new Park & Ride Foothill conducted a survey of the Lakes Park & Ride customers on December 12 – 13. To the question of customer satisfaction, 74 percent of respondents were either very satisfied or satisfied with Lakes Park & Ride service. In comparison with the Eastland Park & Ride, many respondents expressed that the Lakes Park & Ride provides a more convenient location and more “relaxed” parking (no overcrowding).

Nearly 60 percent of respondents previously parked at the Eastland Park & Ride; 20 percent previously utilized the Fairplex Park & Ride.

This property was leased to Foothill Transit by the property owners. The monthly lease cost per parking space that Foothill Transit paid was approximately the same cost as a Express Monthly bus pass. Because of this high cost, the facility was in operation for approximately two years. The lease was not renewed and the lot closed.

## Potential Covina Transit Plaza and Administrative Building- 2002

In 2002, Foothill Transit began negotiating with the City of Covina for purchase of a private property at the intersection of San Bernardino Street and Citrus Avenue for a new administrative headquarters for the agency, a six-bay bus transit center, and a parking structure with approximately 800 spaces. Due to escalating construction costs and complications involving the acquisition of the property, the proposed project cost exceeded the project budget and was abandoned.

## Faith Community Church - 2004

In July 2004, at the request of church officials, staff met with senior leadership of Faith Community Church to discuss the possibility of developing a partnership for the construction of a multi-story parking structure, of approximately 1,000 spaces, on church property. The structure would be designed for use as a Foothill Transit Park & Ride facility on weekdays, leaving evenings and weekends for use by church patrons. A contract with a parking consultant was executed in August to review the site and develop preliminary feasibility plans of potential locations for a structure. On Tuesday, November 16, 2004 those site concepts were presented to church officials who enthusiastically approved the concepts and expressed their support for moving the project forward and engaging in more detailed discussions regarding a possible partnership. Since the Federal Transit Administration required a minimum lease term on the property of 30 years and Faith Community Church leaders wanted a shorter

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 12

term, the project was not pursued further.

## Claremont Park & Ride – 2004

At its March 26, 2004 meeting, the Executive Board directed staff to award \$2 million from FY 2004 funds to the City of Claremont to fund 200 commuter parking spaces in their Transit Village project. These funds were part of the first year of Foothill Transit's Transit Oriented Neighborhood Program.

In May 2004, the Executive Board approved an additional \$300,000 of funding for the project due to the unanticipated rise in steel and concrete costs that occurred since the Claremont City Council first approved the project.

In April 2005, the price of concrete and steel had continued to rise as reflected in the amounts of the construction bids the city had received. The Executive Board approved an additional \$200,000 to cover these costs bringing the total Foothill Transit investment in the project to \$2.5 million.

In June 2005, construction of the Claremont parking structure began, and a groundbreaking ceremony was held on August 5, 2005. The project was completed in 2006.

## Puente Hills Mall – 2007

In 2007 staff met with senior representatives of Glimcher Development, the owners of the mall, to discuss potential site plans, mass and size, terms, scheduling, funding, agency responsibilities, and overall project interest. Staff discussed with mall representatives the possibility of constructing a parking structure in the northeast area of the shopping center. Staff conveyed the Executive Board's position on this joint venture that Foothill Transit would be responsible for the costs of design and construction as well as a shared cost of the annual operation and maintenance. Additionally, because this project would be a joint-use parking structure, the Board indicated that it would not be amenable to Foothill Transit being responsible for the payment of any property rent to the mall owner, and that any agreement between the parties would reflect this position. The Glimcher Development Executive Board (the mall owner) took a position opposing the "no rent" clause. With that, the project was cancelled.

## West Covina Park & Ride at Foothill Transit's Administrative Building – 2007

In early 2007 discussions were held regarding the development of supplemental uses at the location of Foothill Transit's administrative offices. This included park and ride facilities and private development opportunities on the property. Additionally, the Board authorized awarding a contract to Watry Design to assist with the development, design and engineering for a multi-level parking structure in West Covina. Watry Design met with members of Foothill Transit's administrative team to collect further information regarding the anticipated service for the proposed park & ride at Foothill Transit's

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 13

Administrative Building, reviewed the property site plan and met with representatives from the City of West Covina's Building and Planning departments. From 2007 through 2008 several design iterations of the proposed parking structure were developed based on comments received from West Covina City officials. Traffic studies were vigorously pursued in an effort to satisfy the City's concern over increased traffic flow along Lakes Drive and Vincent Avenue.

By 2009 Foothill Transit strongly felt it had a good project to present to the Planning Commission and with an aesthetically pleasing design. At the August 11, 2009 Planning Commission public hearing, the Foothill Transit project team addressed the commission's request for information on the following items:

1. Economic impact studies on retail businesses in the vicinity of park and ride facilities;
2. Proposed revisions to bus routes and bus stops;
3. Left turn movements from South Vincent Avenue to Lakes Drive; and
4. Information on alternative locations considered by Foothill Transit for the park & ride facility. The commission cited the K-mart property and Lakes Office development parking structures.

During the meeting, Foothill Transit staff provided answers to questions from the commissioners. Foothill Transit's architectural firm Johnson Fain's discussion of the various design aspects of the redesigned structure received favorable comments from the commissioners.

Several public comments were expressed for and against the project including representatives from Infrastructure Group, an engineering firm hired by the property owners of the retail center east of Foothill Transit's administrative offices. In a memorandum submitted on August 11, 2009 the West Covina Community Development Commission expressed their opposition to the project because they felt it could impede and prevent the attraction of new tenants to the adjacent commercial property east of the proposed location.

The Planning Commissioners expressed an understanding of the need for a park & ride but felt a different location would be better for the project. Unfortunately, they did not indicate the specific parcel of land where they would like to see the project constructed. They also expressed concerns about traffic and impacts to the neighboring retail centers.

After much discussion, the commission voted to deny Foothill Transit's application for the park & ride project.

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 14

Foothill Transit appealed the Planning Commission's decision at the February 2010 City Council Meeting. The Council denied Foothill Transit's request and upheld the Planning Commission's decision.

## Baldwin Park – 2010

Members of the Foothill Transit administrative team met with Baldwin Park CEO Vijay Singhal and city staff in April 2010 to discuss Foothill Transit's possible participation in a park & ride project adjacent to City Hall in Baldwin Park. The City has partial funding to design and construct a parking structure that would serve the adjacent Metrolink station as well as other retail uses adjacent to the project site.

The Baldwin Park location was among a number of sites under consideration for a park & ride location for Foothill Transit customers who commute from the San Gabriel Valley to downtown Los Angeles.

Considering how far along the Baldwin Park project was in terms of hiring an architectural firm, preliminary design, and environmental process, Foothill Transit was not in a position to participate and prepare environmental documentation relative to NEPA requirements.

## Diamond Bar

Most recently, Foothill Transit explored the feasibility of developing and Park & Ride facility in Diamond Bar on the site of the current surface Park & Ride facility at 100 North Diamond Bar Blvd in Diamond Bar. The site is owned by Caltrans and was proposed to be transferred to the City of Diamond Bar and then to Foothill Transit. Caltrans staff identified two major issues which impacted the conveyance of the property to Diamond Bar.

One major issue was the missing connectors between the 57 and 60 freeways. In 2009, a Feasibility Study was prepared on the State Route 57/60 interchange relative to the missing freeway-to-freeway connectors between the north/southbound 57 freeways and the east/westbound 60 freeways. In order to transfer the property through Caltrans's Collateral Relinquishment process, the City of Diamond Bar would have had to acknowledge that the construction of the parking structure at the proposed site would preclude the ability to build the missing connectors between the 57/60 freeways. Diamond Bar was not in a position to do this. Without this acknowledgement, Caltrans would only be able lease the proposed site. If Foothill Transit were to lease the property from Caltrans the design development, permitting, and construction of the proposed parking structure will require Caltrans approval. The process would take approximately three to five years before actual construction starts, possibly jeopardizing federal funding of this project.

Special Executive Board Meeting – Study Session – 03/22/13  
San Gabriel Valley Park and Rides  
Page 15

The second issue involved an existing storm drain pipe. The pipe which measures 12 ft. by 11 ft., and 360 feet long sits across the middle of the property and is currently maintained by Caltrans. If ownership of the property were transferred to Diamond Bar or Foothill Transit, maintenance of the storm drain would have become the responsibility of the new owner. Neither Diamond Bar nor Foothill Transit had the resources to maintain the storm drain. In addition, the storm drain is only two feet below ground level and design of foundations of the parking structure may be challenging due to the shallow location of the storm drain.

This summary is intended to give an overview sites which have been explored over the past 20 years. Various other sites have been explored over the past 20 years.

#### **XI. Community Economic Considerations**

While public transit agencies have been proponents of transit-oriented developments for many years, it has been difficult for some cities to embrace this idea. Historically there has been little financial incentive for cities to include parking or other transit-supporting facilities in their development plans as these project results in lost opportunities for other kinds of development. Foothill Transit's development of a Park & Ride project means that the land used is no longer subject to property taxation. Further, there can be the loss and potential retail tax revenues.

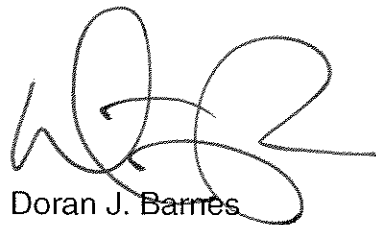
#### **XII. Potential Next Steps**

There are various options available to the Board including continuing to work to identify Park & Ride locations or discontinuing work on these projects and reprogramming the available funding.

Sincerely,

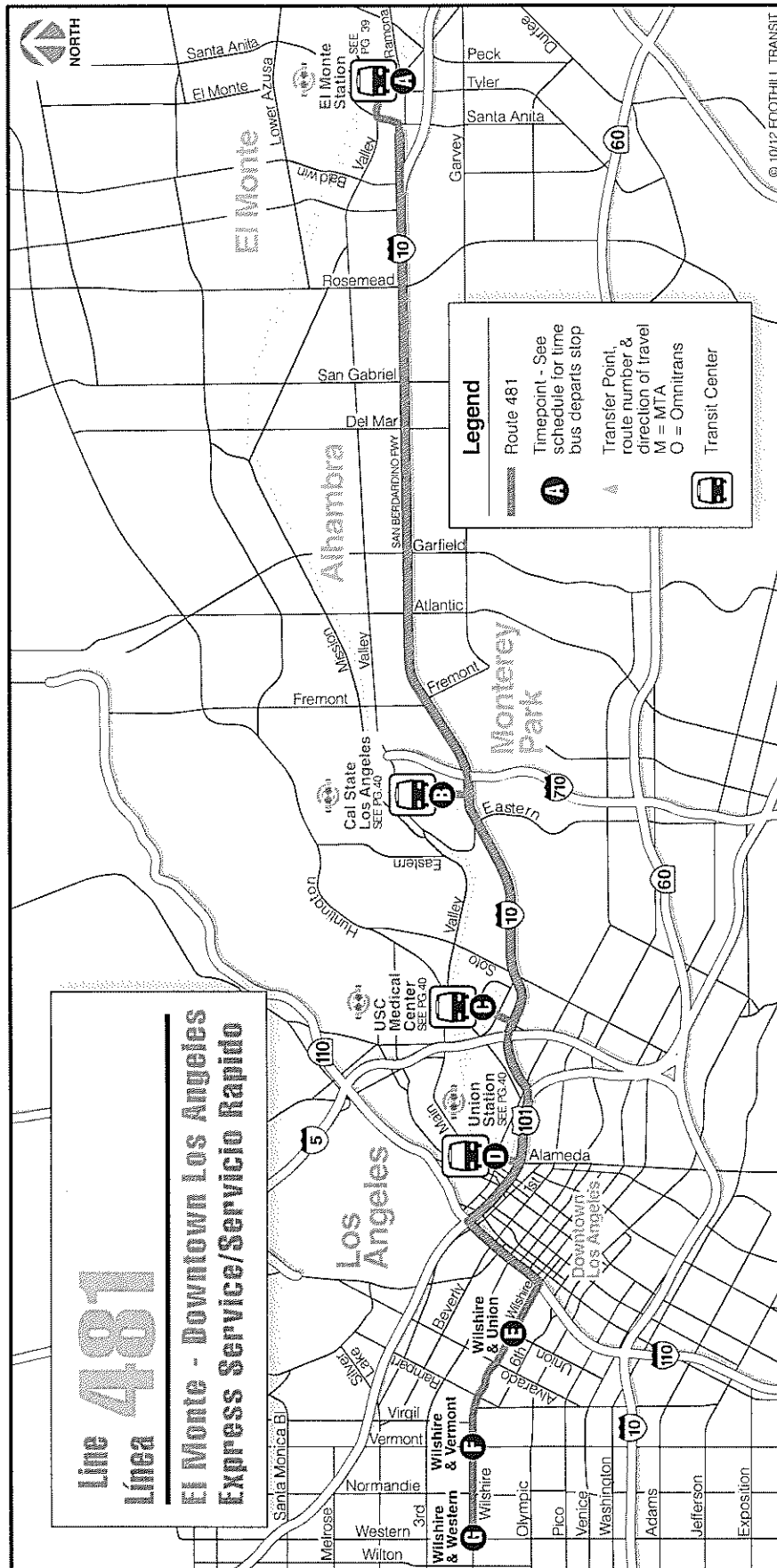


Roland M. Cordero  
Director of Facilities



Doran J. Barnes  
Executive Director

Attachments





## Line-Línea 481



Line | 481  
Línea | 481

**Weekday - Entre Semanas**

**Westbound to Los Angeles**

**En Dirección Oeste Hacia Los Angeles**

## Leave El Monte

<b>(A)</b> El Monte Station	<b>(B)</b> Cal State L.A.	<b>(C)</b> USC Medical Center	<b>(D)</b> Union Station	<b>(E)</b> Wilshire Blvd. & Union Ave.	<b>(F)</b> Wilshire Blvd. & Vermont Ave.	<b>(G)</b> Wilshire Blvd. & Western Ave.
5:30	5:41	5:45	5:47	6:03	6:08	6:14
5:50	6:01	6:05	6:07	6:23	6:28	6:34
6:10	6:21	6:25	6:27	6:43	6:48	6:54
6:20	6:31	6:35	6:37	6:53	6:58	7:04
6:30	6:41	6:45	6:47	7:03	7:08	7:14
6:50	7:01	7:05	7:07	7:23	7:28	7:34
7:10	7:21	7:25	7:27	7:43	7:48	7:54
7:20	7:31	7:35	7:37	7:53	7:58	8:04
7:30	7:41	7:45	7:47	8:03	8:08	8:14
7:50	8:01	8:05	8:07	8:23	8:28	8:34
8:10	8:21	8:25	8:27	8:43	8:48	8:54
8:30	8:41	8:45	8:47	9:03	9:08	9:14

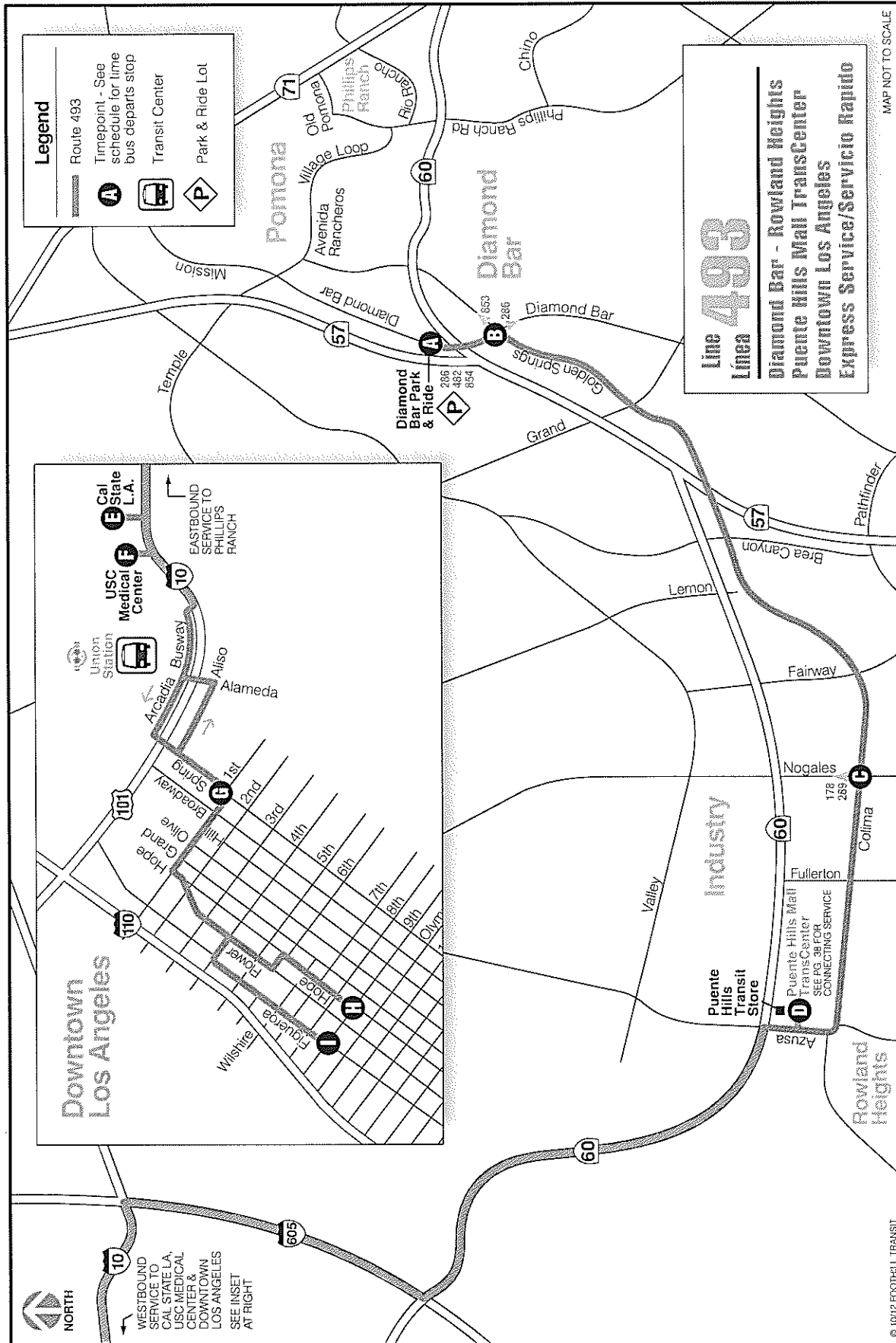
## Arrive Los Angeles

**Eastbound to El Monte**  
En Dirección Este Hacia El Monte

## Leave Los Angeles

<b>(G)</b> Wilshire Blvd. & Western Ave.	<b>(F)</b> Wilshire Blvd. & Vermont Ave.	<b>(E)</b> Wilshire Blvd. & Union Ave.	<b>(D)</b> Union Station	<b>(C)</b> USC Medical Center	<b>(B)</b> Cal State L.A.	<b>(A)</b> El Monte Station
3:08	3:14	3:22	3:43	3:45	3:49	4:00
3:28	3:34	3:42	4:03	4:05	4:09	4:20
3:48	3:54	4:02	4:23	4:25	4:29	4:40
4:18	4:24	4:32	4:53	4:55	4:59	5:10
4:28	4:34	4:42	5:03	5:05	5:09	5:20
4:48	4:54	5:02	5:23	5:25	5:29	5:40
5:03	5:09	5:17	5:38	5:40	5:44	5:55
5:18	5:24	5:32	5:53	5:55	5:59	6:10
5:28	5:34	5:42	6:03	6:05	6:09	6:20
5:38	5:44	5:52	6:13	6:15	6:19	6:30

LIGHT TYPE = AM BOLD TYPE = PM



Line-Línea 493



Line | 493  
Línea

Weekday - Five Schedules  
Westbound to Los Angeles  
Hacia Los Angeles

Leave Diamond Bar

A	B	C	D	E	F	G	H
Diamond Bar Park & Ride	Diamond Bar Blvd. & Golden Springs Dr.	Colima Rd. & Nogales St.	Puente Hills Mall	Cal State L.A.	USC Medical Center	Spring St. & 1st St.	Hope St. & 9th St.
4:41	4:44	4:56	5:07	5:30	5:34	5:40	5:49
5:05	5:08	5:20	5:31	5:56	6:00	6:06	6:19
5:15	5:18	5:30	5:41	6:06	6:10	6:16	6:29
5:25	5:28	5:40	5:51	6:17	6:21	6:27	6:40
5:35	5:38	5:50	6:01	6:28	6:32	6:38	6:51
5:45	5:48	6:00	6:11	6:38	6:42	6:48	7:01
5:55	5:58	6:11	6:22	6:49	6:53	6:59	7:12
6:05	6:08	6:21	6:32	6:59	7:03	7:09	7:22
6:15	6:18	6:31	6:42	7:11	7:15	7:21	7:34
6:25	6:28	6:41	6:52	7:23	7:27	7:33	7:46
6:35	6:38	6:51	7:02	7:34	7:38	7:44	7:57
6:45	6:48	7:01	7:12	7:44	7:48	7:54	8:06
6:55	6:58	7:11	7:22	7:54	7:58	8:04	8:14
7:05	7:08	7:21	7:32	8:04	8:08	8:14	8:24
7:20	7:23	7:36	7:47	8:19	8:23	8:29	8:39
7:35	7:38	7:51	8:02	8:34	8:38	8:44	8:54
7:50	7:53	8:06	8:17	8:49	8:53	8:59	9:09
8:05	8:08	8:21	8:32	9:04	9:08	9:14	9:24

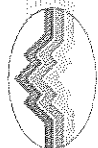
Arrive Los Angeles

Buses traveling westbound only stop to pick up passengers before Cal State L.A. From Cal State L.A. to Hope & 9th, buses only stop to drop off passengers.  
Buses traveling eastbound from Downtown L.A. only stop to pick up passengers. Beyond Cal State L.A. buses only stop to drop off passengers at specifically marked bus stops.

Drop off only at these stops. Times may vary depending on traffic.

LIGHT TYPE = AM BOLD TYPE = PM

## Line-Línea 493



Line | 493  
Línea |

Weekday - Entre Semanas

Eastbound to Diamond Bar

En Dirección Este hacia Diamond Bar

## Leave Los Angeles

① Figueroa St. & 9th St.	② 1st St. & Spring St.	③ USC Medical Center	④ Cal State L.A.	⑤ Puente Hills Mall	⑥ Colima Rd. & Nogales St.	⑦ Golden Springs Dr. & Diamond Bar Blvd.	⑧ Diamond Bar Park & Ride
2:20	2:29	2:35	2:39	3:17	3:27	3:41	3:49
2:58	3:08	3:14	3:18	3:57	4:09	4:24	4:32
3:20	3:30	3:36	3:40	4:21	4:34	4:49	4:57
3:40	3:50	3:56	4:00	4:42	4:55	5:09	5:17
3:57	4:08	4:14	4:18	5:00	5:16	5:29	5:37
4:10	4:21	4:27	4:31	5:12	5:28	5:41	5:49
4:20	4:31	4:37	4:41	5:22	5:38	5:51	5:59
4:30	4:41	4:47	4:51	5:31	5:47	6:00	6:08
4:40	4:51	4:57	5:01	5:41	5:57	6:10	6:18
4:50	5:01	5:07	5:11	5:51	6:07	6:20	6:28
5:03	5:15	5:21	5:25	6:05	6:21	6:33	6:40
5:15	5:27	5:33	5:37	6:17	6:33	6:44	6:51
5:30	5:42	5:48	5:52	6:32	6:47	6:58	7:05
5:45	5:57	6:03	6:07	6:45	7:00	7:11	7:18
6:00	6:12	6:18	6:22	6:58	7:13	7:24	7:31
6:30	6:40	6:46	6:50	7:25	7:40	7:51	7:58

Buses traveling westbound only stop to pick up passengers before Cal State L.A. From Cal State L.A. to Hope & 9th, buses only stop to drop off passengers.

Buses traveling eastbound from Downtown L.A. only stop to pick up passengers. Beyond Cal State L.A. buses only stop to drop off passengers at specifically marked bus stops.

Drop off only at these stops. Times may vary depending on traffic.

LIGHT TYPE = AM BOLD TYPE = PM



## Line-Línea 497



Line | 497  
Línea | 497

Weekday - Entre Semanas

Westbound to Los Angeles

En Dirección Oeste Hacia Los Angeles

## Leave Chino

**A**

Chino  
Park & Ride

4:55  
5:13  
5:28  
5:43  
5:56  
6:09  
6:22  
6:37  
6:52  
7:07  
7:22  
7:37  
7:52

**B**

City of Industry  
Park & Ride

5:17  
5:35  
5:55  
6:13  
6:28  
6:42  
6:55  
7:10  
7:27  
7:44  
7:59  
8:13  
8:27

**C**

Cal State  
L.A.

5:39  
5:59  
6:22  
6:41  
6:56  
7:10  
7:23  
7:39  
7:56  
8:12  
8:26  
8:40  
8:54

**D**

USC  
Medical Center

5:43  
6:03  
6:26  
6:45  
7:00  
7:14  
7:27  
7:43  
8:00  
8:16  
8:30  
8:44  
8:58

**E**

1st St.  
& Spring St.

5:51  
6:11  
6:34  
6:53  
7:08  
7:22  
7:35  
7:51  
8:07  
8:23  
8:37  
8:51  
9:05

**F**

9th St.  
& Hope St.

6:06  
6:27  
6:50  
7:09  
7:25  
7:39  
7:52  
8:08  
8:24  
8:40  
8:54  
9:08  
9:22

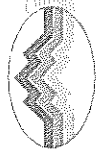
## Arrive Los Angeles

Drop  
off  
Only

Buses traveling westbound only stop to pick up passengers before Cal State L.A. From Cal State L.A. to Hope and 9th, buses only stop to drop off passengers.  
Los autobuses que viajan rumbo al oeste solo paran a recoger pasajeros antes de Cal State L.A. De Cal State L.A. hasta Hope y 9th los autobuses solo paran a dejar pasajeros.

Drop off only at these stops. Times may vary depending on traffic.

## Line-Línea 497



Line | 497  
Línea | 497

Weekday - Foothill to San Jose

Eastbound to Chino

Indirection Este-Hacia Chino

## Leave Los Angeles

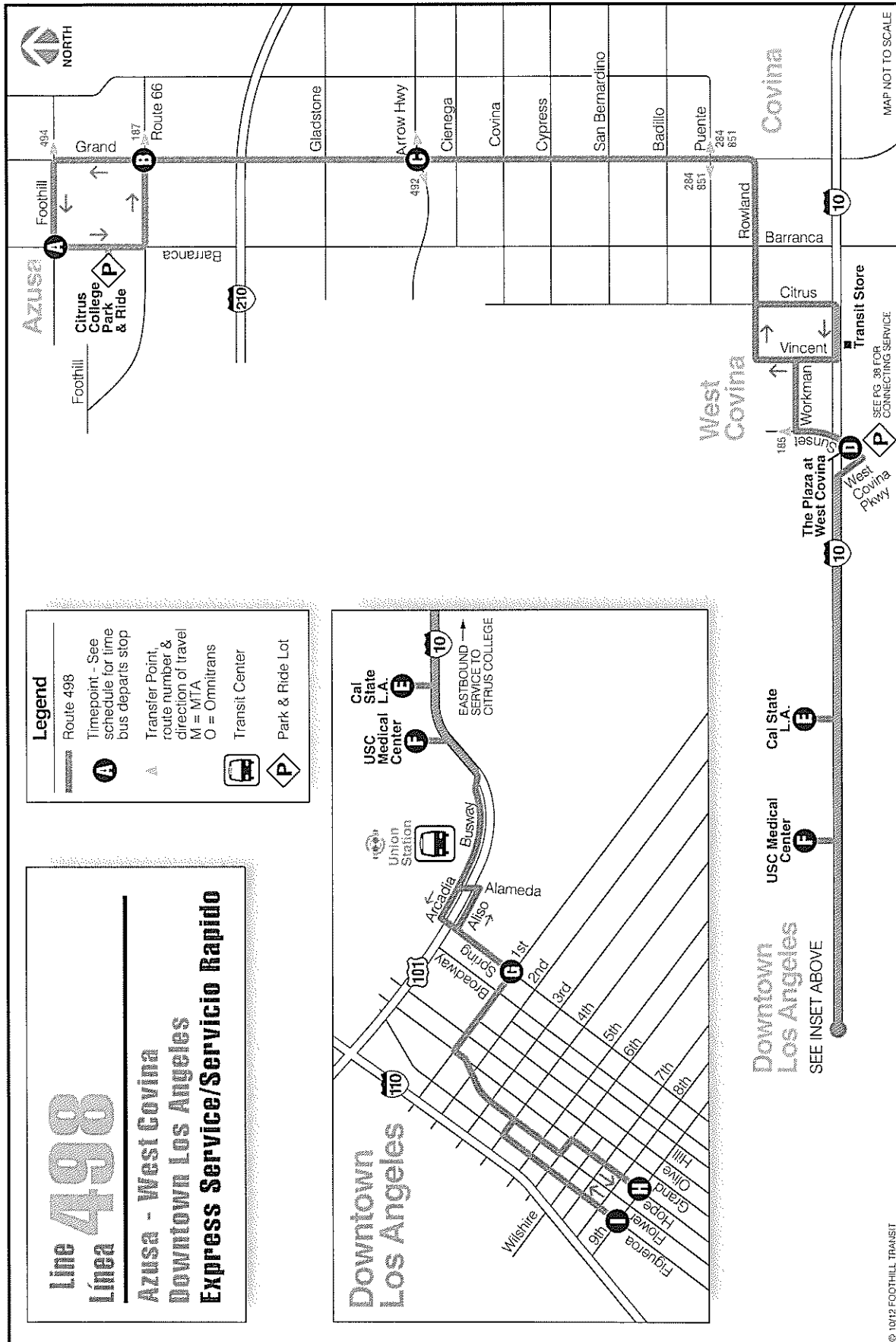
(F)	(E)	(D)	(C)	(B)	(A)
Figueroa St. & 9th St.	1st St. & Spring St.	USC Medical Center	Cal State L.A.	City of Industry Park & Ride	Chino Park & Ride
2:35	2:44	2:51	2:55	3:27	4:05
3:35	3:44	3:51	3:55	4:27	5:05
4:05	4:14	4:21	4:25	4:57	5:35
4:25	4:34	4:41	4:45	5:17	5:55
4:42	4:51	4:58	5:02	5:34	6:12
4:58	5:07	5:14	5:18	5:50	6:28
5:12	5:21	5:28	5:32	6:04	6:41
5:23	5:32	5:39	5:43	6:15	6:51
5:35	5:44	5:51	5:55	6:27	7:01
5:47	5:56	6:03	6:07	6:38	7:12
5:59	6:08	6:15	6:19	6:49	7:23
6:15	6:24	6:31	6:34	7:03	7:37
6:34	6:43	6:50	6:53	7:22	7:56

Drop  
off  
Only

Buses traveling eastbound from Downtown L.A. only stop to pick up passengers. Beyond Cal State L.A. buses only stop to drop off passengers at specifically marked bus stops.  
 Los autobuses que viajan con rumbo al este desde el centro (Downtown) de Los Angeles solamente paran para recoger pasajeros. Más allá de Cal State L.A. los pasajeros solamente paran para dejar pasajeros en paradas que han sido específicamente marcadas.

**Drop off only at these stops. Times may vary depending on traffic.**

LIGHT TYPE = AM BOLD TYPE = PM





Line-Línea 498



Line | 498  
Línea | 498

Weekday - Entre Semanas

Westbound To Los Angeles  
En Dirección Oeste Hacia Los Angeles

Leave Azusa

A	B	C	D	E	F	G	H	I
Barranca Ave. & Foothill Blvd.	Grand Ave. & Route 66	Grand Ave. & Arrow Hwy.	West Covina Park & Ride	Cal State L.A.	USC Medical Center	1st St. & Spring St.	Hope St. & 9th St.	
4:45	4:48	4:56	4:44	5:05	5:09	5:16	5:29	
5:15	5:18	5:26	5:45	5:35	5:39	5:46	5:59	
			5:56	5:52	5:56	6:03	6:16	
5:33	5:36	5:45	6:04	6:06	6:10	6:17	6:30	
			6:16	6:17	6:21	6:28	6:41	
5:55	5:58	6:07	6:26	6:25	6:29	6:36	6:49	
6:15	6:18	6:27	6:46	6:38	6:42	6:49	7:02	
6:25	6:28	6:37	6:56	6:49	6:53	7:00	7:13	
6:40	6:43	6:52	7:11	7:00	7:04	7:11	7:24	
			7:16	7:10	7:14	7:21	7:34	
6:51	6:54	7:03	7:22	7:20	7:24	7:31	7:44	
			7:27	7:28	7:32	7:39	7:52	
7:01	7:04	7:13	7:32	7:35	7:39	7:46	7:59	
			7:36	7:40	7:44	7:51	8:04	
7:12	7:15	7:24	7:43	7:46	7:50	7:57	8:10	
			7:48	7:51	7:55	8:02	8:15	
7:25	7:28	7:37	7:56	7:56	8:00	8:07	8:20	
			8:03	8:00	8:04	8:11	8:24	
7:40	7:43	7:52	8:10	8:06	8:10	8:17	8:30	
			8:21	8:11	8:15	8:22	8:35	
8:18	8:21	8:29	8:47	8:18	8:22	8:29	8:42	
				8:24	8:28	8:35	8:48	
				8:31	8:35	8:42	8:55	
				8:46	8:46	8:53	9:06	
				9:08	9:12	9:19	9:32	

Arrive Los Angeles

Drop off Only

LIGHT TYPE = AM BOLD TYPE = PM

Buses traveling westbound only stop to pick up passengers before Cal State L.A. to Hope and 9th, buses only stop to drop off passengers.  
 Los autobuses que viajan rumbo al oeste solo paran a recoger pasajeros antes de Cal State L.A. hasta Hope y 9th los autobuses solo paran apear pasajeros.  
 Buses traveling eastbound from Downtown L.A. only stop to pick up passengers. Beyond Cal State L.A. buses only stop to drop off passengers at specifically marked bus stops.  
 Los autobuses que viajan con rumbo al este desde el centro (Downtown) de Los Angeles solamente paran para recoger pasajeros. Más allá de Cal State L.A. los pasajeros solamente paran para dejar pasajeros en paradas que han sido específicamente marcadas.

Drop off only at these stops. Times may vary depending on traffic.

## Line-Línea 498



Line | 498  
Línea | 498

Weekday - Entre Sonoma

Eastbound to Azusa

En Dirección Este-Hacia Azusa

## Leave Los Angeles

D	G	F	E	D	C	B	A
Figuerroa St. & 9th St.	1st St. & Spring St.	USC Medical Center	Cal State L.A.	West Covina Park & Ride	Grand Ave. & Arrow Hwy.	Grand Ave. & Route 66	Barranca Ave. & Foothill Blvd.
2:06	2:16	2:22	2:26	2:48	3:07	3:14	3:19
2:35	2:45	2:51	2:55	3:17	3:36	3:44	3:49
3:08	3:18	3:25	3:29	3:55	4:14	4:22	4:27
3:36	3:46	3:53	3:57	4:23	4:42	4:50	4:55
3:51	4:01	4:08	4:12	4:38	4:57	5:05	5:10
4:00	4:10	4:17	4:21	4:47	5:06	5:14	5:19
4:11	4:21	4:28	4:32	4:58	5:17	5:25	5:30
4:20	4:30	4:37	4:41	5:07	5:26	5:34	5:39
4:27	4:37	4:44	4:48	5:14	5:33	5:41	5:46
4:36	4:46	4:53	4:57	5:23	5:42	5:50	5:55
4:42	4:52	4:59	5:03	5:29	5:48	5:56	6:01
4:50	5:00	5:07	5:11	5:37	5:56	6:04	6:09
4:57	5:07	5:14	5:18	5:44	6:03	6:10	6:15
5:04	5:14	5:21	5:25	5:51	6:10	6:17	6:22
5:10	5:20	5:27	5:31	5:57	6:16	6:23	6:28
5:16	5:26	5:33	5:37	6:03	6:22	6:29	6:34
5:22	5:32	5:39	5:43	6:08	6:27	6:34	6:39
5:29	5:39	5:46	5:50	6:14	6:33	6:40	6:45
5:37	5:47	5:54	5:58	6:20	6:39	6:46	6:51
5:45	5:55	6:02	6:06	6:28	6:47	6:54	6:59
5:53	6:03	6:09	6:13	6:35	6:54	7:01	7:06
6:03	6:13	6:19	6:23	6:45	7:04	7:11	7:16
6:18	6:28	6:34	6:38	7:00	7:19	7:26	7:31
6:43	6:53	6:59	7:03	7:25	7:44	7:51	7:56

Buses traveling westbound only stop to pick up passengers before Cal State L.A. From Cal State L.A. to Hope and 9th, buses only stop to drop off passengers.

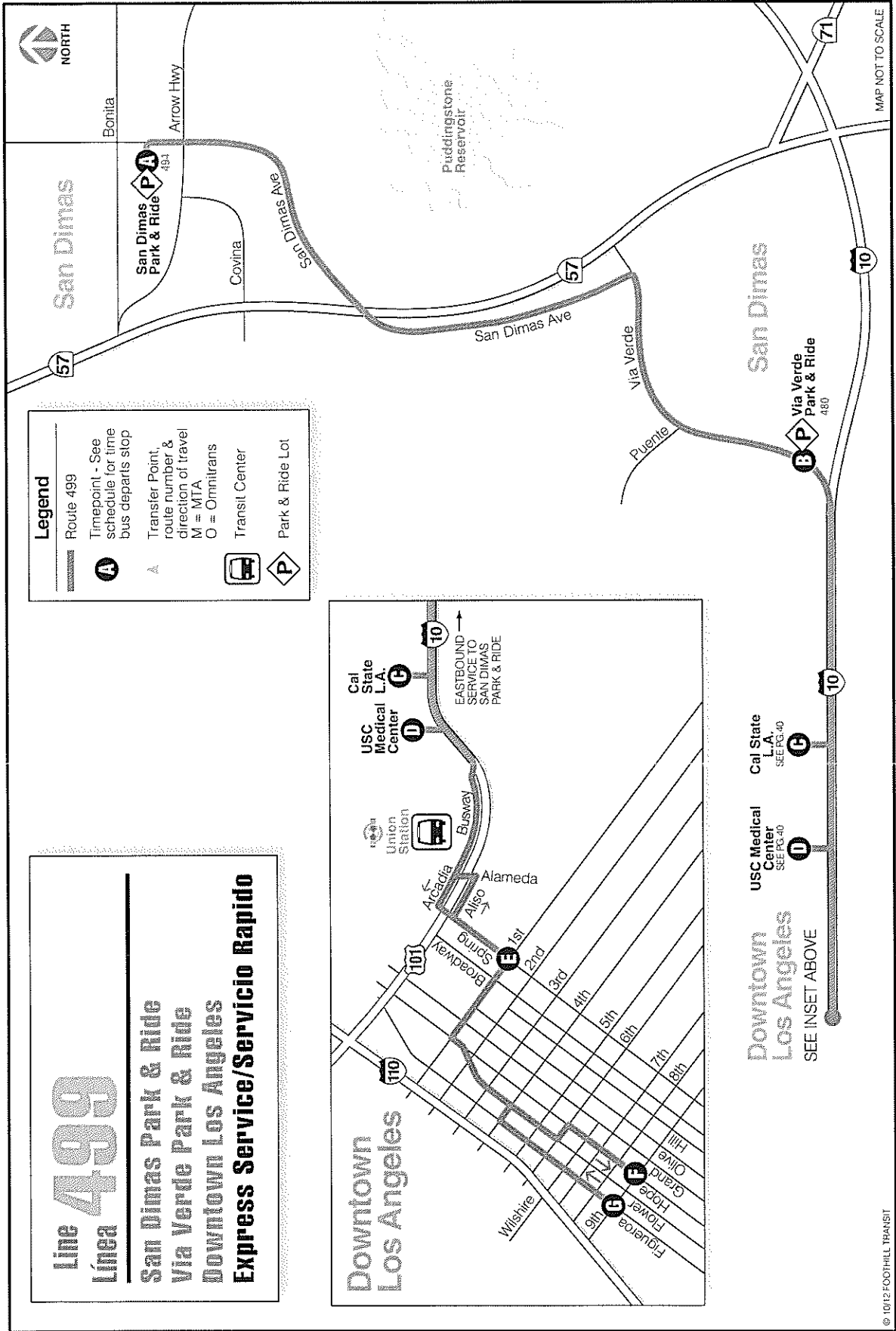
Los autobuses que viajan rumbo al oeste solo paran a recoger pasajeros antes de Cal State L.A. De Cal State L.A. hasta Hope y 9th los autobuses solo paran apear pasajeros.

Buses traveling eastbound from Downtown L.A. only stop to pick up passengers. Beyond Cal State L.A. buses only stop to drop off passengers at specifically marked bus stops.

Los autobuses que viajan con rumbo al este desde el centro (Downtown) de Los Angeles solamente paran para recoger pasajeros. Más allá de Cal State L.A. los pasajeros solamente paran para dejar pasajeros en paradas que han sido específicamente marcadas.

LIGHT TYPE = AM BOLD TYPE = PM

Drop off only at these stops. Times may vary depending on traffic.



## Line-Línea 499

Line | 499  
Línea | 499

Weekday - Five Seasons

Westbound to Los Angeles  
En Dirección Oeste Hacia Los Angeles

Drop off only at these stops. Times may vary depending on traffic.

## Leave San Dimas

A		B		C		D		E		F	
San Dimas Park & Ride		Via Verde Park & Ride		Cal State L.A.		USC Medical Center		1st St. & Spring St.		Hope St. & 9th St.	
5:24	5:34	5:34	5:34	5:57	6:00	6:00	6:00	6:05	6:21	6:21	6:21
5:36	5:46	5:46	5:46	6:10	6:14	6:14	6:14	6:19	6:34	6:34	6:34
5:48	5:58	5:58	5:58	6:23	6:27	6:27	6:27	6:32	6:44	6:44	6:44
6:00	6:10	6:10	6:10	6:36	6:40	6:40	6:40	6:45	6:57	6:57	6:57
6:12	6:22	6:22	6:22	6:49	6:53	6:53	6:53	6:58	7:10	7:10	7:10
6:24	6:34	6:34	6:34	7:02	7:06	7:06	7:06	7:11	7:23	7:23	7:23
6:36	6:46	6:46	6:46	7:14	7:18	7:18	7:18	7:23	7:35	7:35	7:35
6:40	6:50	6:50	6:50	7:18	7:22	7:22	7:22	7:27	7:39	7:39	7:39
7:00	7:10	7:10	7:10	7:28	7:32	7:32	7:32	7:37	7:49	7:49	7:49
7:15	7:25	7:25	7:25	7:38	7:42	7:42	7:42	7:47	7:59	7:59	7:59
7:25	7:35	7:35	7:35	7:53	7:57	7:57	7:57	8:02	8:14	8:14	8:14
7:40	7:50	7:50	7:50	8:03	8:07	8:07	8:07	8:12	8:24	8:24	8:24
8:00	8:10	8:10	8:10	8:18	8:22	8:22	8:22	8:27	8:39	8:39	8:39
				8:28	8:32	8:32	8:32	8:37	8:49	8:49	8:49
				8:38	8:42	8:42	8:42	8:47	8:59	8:59	8:59

Buses traveling westbound only stop to pick up passengers before Cal State L.A. From Cal State L.A. to Hope and Ninth, buses only stop to drop off passengers.

Los autobuses que viajan rumbo al oeste solo paran a recoger pasajeros antes de Cal State L.A. de Cal State L.A. hasta Hope y Ninth los autobuses solo paran apear pasajeros.

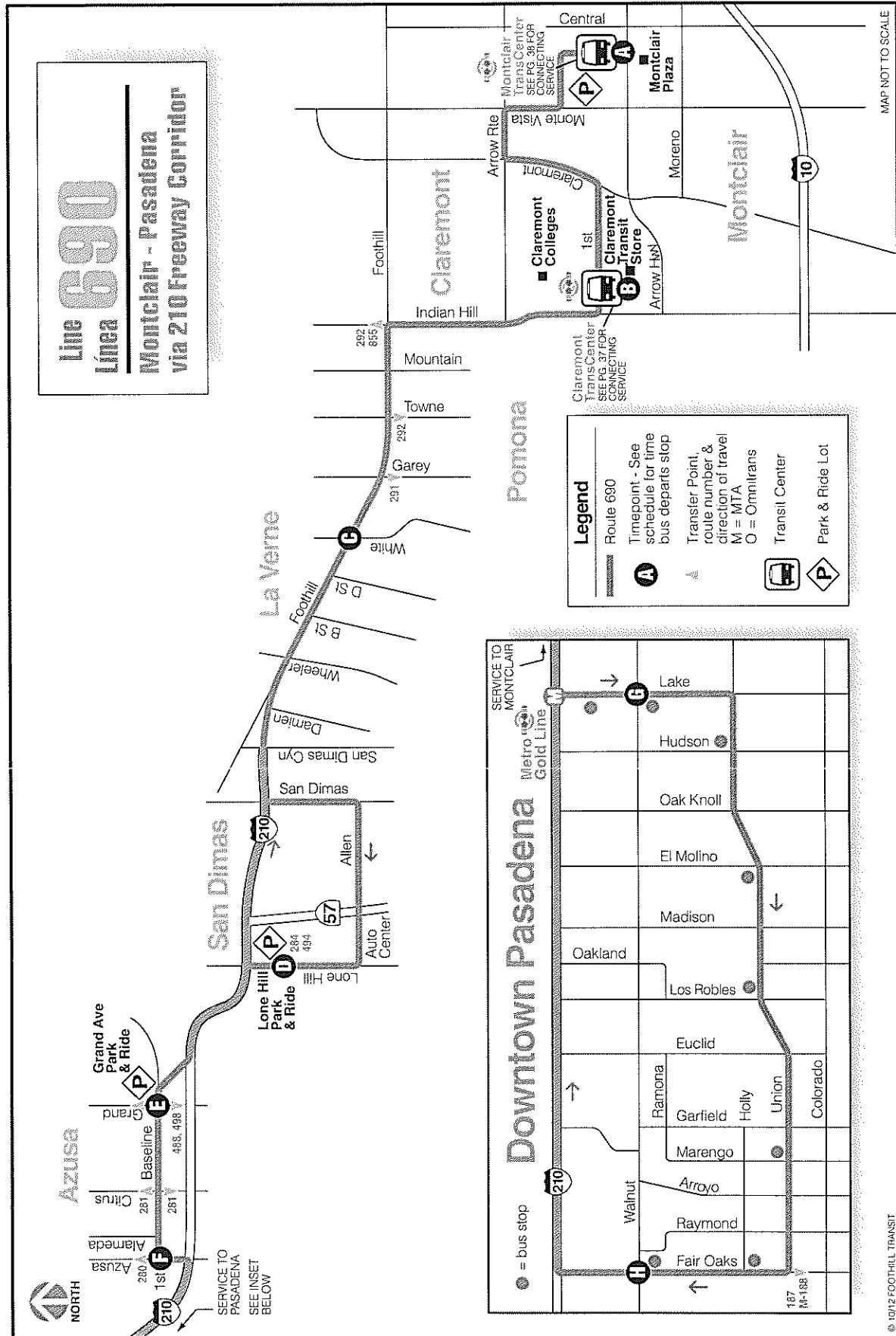
## Leave Los Angeles

G		H		I		J		K		L	
Figueras St. & 9th St.		1st St. & Spring St.		USC Medical Center		Cal State L.A.		Via Verde Park & Ride		San Dimas Park & Ride	
2:45	2:56	2:56	2:56	3:02	3:06	3:06	3:06	3:31	3:41	3:41	3:41
3:15	3:26	3:26	3:26	3:33	3:37	3:37	3:37	4:02	4:12	4:12	4:12
3:42	3:54	3:54	3:54	4:02	4:06	4:06	4:06	4:31	4:41	4:41	4:41
4:00	4:12	4:12	4:12	4:20	4:24	4:24	4:24	4:52	5:02	5:02	5:02
4:17	4:29	4:29	4:29	4:35	4:39	4:39	4:39	5:08	5:18	5:18	5:18
4:28	4:40	4:40	4:40	4:46	4:50	4:50	4:50	5:19	5:29	5:29	5:29
4:39	4:51	4:51	4:51	4:57	5:01	5:01	5:01	5:30	5:40	5:40	5:40
4:50	5:02	5:02	5:02	5:08	5:12	5:12	5:12	5:41	5:51	5:51	5:51
5:00	5:12	5:12	5:12	5:18	5:22	5:22	5:22	5:51	6:01	6:01	6:01
5:15	5:27	5:27	5:27	5:33	5:37	5:37	5:37	6:06	6:16	6:16	6:16
5:30	5:42	5:42	5:42	5:48	5:52	5:52	5:52	6:21	6:31	6:31	6:31
5:45	5:57	5:57	5:57	6:03	6:07	6:07	6:07	6:37	6:47	6:47	6:47
6:10	6:22	6:22	6:22	6:28	6:32	6:32	6:32	7:00	7:10	7:10	7:10
6:40	6:51	6:51	6:51	6:57	7:01	7:01	7:01	7:26	7:36	7:36	7:36

Buses traveling eastbound from Downtown L.A. only stop to pick up passengers. Beyond Cal State L.A. buses only stop to drop off passengers.

Los autobuses que viajan rumbo al este de el centro de L.A. solo paran a recoger pasajeros. Pasando Cal State L.A. los autobuses solo paran apear pasajeros.

LIGHT TYPE = AM BOLD TYPE = PM



foothilltransit.org 000.RIDE.INFO (743.3453)

Line-Línea 690



Line | 690  
Línea | 690

Weekday - Five Schedules

Westbound to Pasadena  
En Dirección Oeste Hacia Pasadena

Arrive Pasadena

Leave Montclair

A	B	C	D	E	F	G	H
Montclair TransCenter	Claremont TransCenter	Foothill Blvd. Park & White Ave.	Lone Hill Park & Ride	Grand Ave. Park & Ride	Azusa Ave. & 1st St.	Lake Ave. & Walnut St.	Fair Oaks Ave. & Walnut St.
5:00	5:07	5:19	5:27	5:36	5:43	6:12	6:20
5:20	5:27	5:39	5:47	5:56	6:03	6:32	6:40
5:35	5:42	5:54	6:02	6:11	6:18	6:47	6:55
5:50	5:57	6:09	6:17	6:26	6:33	7:02	7:10
6:05	6:12	6:24	6:32	6:41	6:48	7:17	7:25
6:20	6:27	6:40	6:49	6:58	7:05	7:40	7:48
6:40	6:47	7:00	7:09	7:18	7:25	8:00	8:08
7:00	7:07	7:20	7:29	7:38	7:45	8:20	8:28
7:25	7:32	7:45	7:54	8:03	8:10	8:45	8:53

Buses traveling westbound between the Montclair TransCenter and Azusa Avenue & 1st Street do not stop to drop off passengers. Buses traveling westbound in Pasadena do not stop to pick passengers up.  
Los autobuses que viajan rumbo al oeste entre Montclair TransCenter y Azusa Avenue y 1st Street no paran para dejar a pasajeros. Los autobuses que viajan rumbo al oeste en Pasadena no paran para recoger a pasajeros.

Drop off only at these stops. Times may vary depending on traffic.

Eastbound to Montclair  
En Dirección Este Hacia Montclair

Leave Pasadena

Arrive Montclair

G	H	F	E	D	C	B	A
Lake Ave. & Walnut St.	Fair Oaks Ave. & Walnut St.	Azusa Ave. & 1st St.	Grand Ave. Park & Ride	Lone Hill Park & Ride	Foothill Blvd. & White Ave.	Claremont TransCenter	Montclair TransCenter
3:30	3:37	4:02	4:08	4:13	4:21	4:38	4:47
4:00	4:07	4:32	4:38	4:43	4:51	5:08	5:17
4:30	4:37	5:07	5:12	5:17	5:28	5:43	5:52
4:50	4:57	5:27	5:32	5:37	5:48	6:03	6:12
5:00	5:07	5:37	5:42	5:47	5:58	6:13	6:22
5:30	5:37	6:07	6:12	6:17	6:28	6:43	6:52
6:00	6:07	6:37	6:42	6:47	6:58	7:13	7:22
6:30	6:37	7:07	7:12	7:17	7:28	7:43	7:52

Buses traveling eastbound do not stop to drop off passengers in Pasadena. Between Azusa Avenue & 1st Street and the Montclair TransCenter, the bus does not stop to pick passengers up.  
Los autobuses que viajan rumbo al este no paran para dejar a pasajeros en Pasadena. Los autobuses entre Azusa Avenue y 1st Street y Montclair TransCenter no paran para recoger a pasajeros.

LIGHT TYPE = AM BOLD TYPE = PM



## Line-Línea 699



Line | 699  
Línea | 699

Westbound - Hacia Los Angeles  
Westbound - Hacia Los Angeles  
Westbound - Hacia Los Angeles

Drop off only at these stops. Times may vary depending on traffic.

## Leave Montclair

A Montclair TransCenter	B Fairplex Park & Ride	C Cal State L.A.	D USC Medical Center	E Patsaouras Transit Plaza	F 1st St. & Spring St.	G Hope Ave. & 9th St.
----	4:10	4:33	4:37	4:41	4:47	4:59
4:10	4:18	4:41	4:45	4:49	4:55	5:07
4:22	4:30	4:53	4:57	5:01	5:07	5:19
4:37	4:45	5:09	5:13	5:17	5:23	5:35
4:55	5:04	5:30	5:34	5:38	5:44	5:56
5:10	5:20	5:46	5:50	5:54	6:00	6:12
5:20	5:30	5:56	6:00	6:04	6:10	6:22
5:30	5:40	6:06	6:10	6:14	6:20	6:32
5:40	5:50	6:16	6:20	6:24	6:30	6:43
----	5:55	6:22	6:26	6:30	6:36	6:50
5:48	5:58	6:25	6:29	6:33	6:39	6:53
5:55	6:05	6:32	6:36	6:41	6:47	7:01
6:04	6:14	6:42	6:46	6:51	6:57	7:11
6:11	6:21	6:50	6:54	6:59	7:05	7:19
----	6:25	6:55	6:59	7:04	7:10	7:24
6:20	6:30	7:01	7:05	7:10	7:16	7:30
6:30	6:40	7:13	7:17	7:22	7:28	7:42
6:40	6:48	7:21	7:25	7:30	7:36	7:50
6:50	6:58	7:31	7:35	7:40	7:46	8:00
7:01	7:09	7:42	7:46	7:51	7:57	8:11
7:13	7:21	7:54	7:58	8:03	8:09	8:22
7:25	7:33	8:06	8:10	8:15	8:22	8:35
7:37	7:45	8:15	8:19	8:24	8:31	8:44
7:49	7:57	8:23	8:27	8:32	8:39	8:52
----	8:10	8:33	8:37	8:42	8:49	9:02
8:17	8:25	8:48	8:52	8:57	9:03	9:16

## Arrive Los Angeles

Buses traveling westbound only stop to pick up passengers before Cal State L.A. From Cal State L.A. to Hope and Ninth, buses only stop to drop off passengers.  
Los autobuses que viajan rumbo al oeste solo paran a recoger pasajeros antes de Cal State L.A. De Cal State L.A. hasta Hope y Ninth los autobuses solo paran para bajar pasajeros.

LIGHT TYPE = AM BOLD TYPE = PM





Line | 699  
Línea | 699

Line-Línea 699

**Weekday Fair Service**

**Eastbound to Montclair**

**Westbound to Montclair**

Drop off only at these stops. Times may vary depending on traffic.

### Leave Los Angeles

Figueroa St. & 9th St.	F & Spring St.	Pasaouras Transit Plaza	D USC Medical Center	C Cal State L.A.	B Fairplex Park & Ride	A Montclair TransCenter
2:00	2:10	---	2:19	2:23	2:55	3:12
---	---	2:36	2:42	2:46	3:18	3:35
2:40	2:50	---	2:59	3:03	3:35	3:52
---	---	3:03	3:09	3:13	3:45	4:02
---	---	3:28	3:34	3:38	4:10	4:27
3:22	3:32	---	3:41	3:45	4:17	4:34
3:36	3:46	---	3:55	3:59	4:31	4:48
---	---	3:55	4:01	4:05	4:37	4:54
3:50	4:00	---	4:09	4:13	4:45	5:02
---	---	4:10	4:16	4:20	4:52	5:09
4:04	4:14	---	4:23	4:27	4:59	5:16
---	---	4:24	4:30	4:34	5:06	5:23
4:14	4:26	---	4:36	4:40	5:12	5:29
---	---	4:36	4:42	4:47	5:18	5:35
4:24	4:36	---	4:46	4:50	5:22	5:39
---	---	4:45	4:51	4:55	5:27	5:44
4:34	4:46	---	4:56	5:00	5:32	5:49
4:44	4:56	---	5:06	5:10	5:42	5:59
---	---	5:04	5:10	5:15	5:46	6:03
4:54	5:06	---	5:16	5:20	5:53	6:10
---	---	5:15	5:21	5:25	5:58	6:15
5:05	5:17	---	5:27	5:31	6:03	6:20
---	---	5:25	5:31	5:35	6:07	6:24
5:19	5:31	---	5:41	5:45	6:16	6:33
---	---	5:42	5:48	5:52	6:23	6:40
5:33	5:45	---	5:54	5:58	6:28	6:45
---	---	5:54	6:00	6:04	6:34	6:51
5:48	5:58	---	6:07	6:11	6:41	6:58
6:04	6:14	---	6:23	6:27	6:57	7:14
---	---	6:22	6:28	6:31	7:01	7:19
6:16	6:26	---	6:35	6:39	7:09	7:26
6:30	6:40	---	6:49	6:53	7:23	7:40

Buses traveling westbound only stop to pick up passengers before Cal State L.A. to Hope and Ninth, buses only stop to drop off passengers.  
Los autobuses que viajan rumbo al oeste solo paran a recoger pasajeros antes de Cal State L.A. De Cal State L.A. hasta Hope y Ninth los autobuses solo paran a dejar pasajeros.

LIGHT TYPE = AM BOLD TYPE = PM

## Transit Oriented Neighborhood Program Policy

Recognizing our primary mission of providing safe, reliable, efficient and effective transit service to residents of the San Gabriel and Pomona Valleys, service and service-supporting facilities will continue to be given first priority for funding received from discretionary federal sources. Where cities and other local jurisdictions within Foothill Transit's service area wish to provide facilities to reduce congestion, Foothill will actively support their applications and plans for parking structures and other transit-supporting infrastructure.

Foothill Transit will partner with our member cities by providing them with another opportunity for funding park and ride facilities as part of their planned mixed-use developments. Each year Foothill Transit staff will meet with our district representatives in Washington D.C. to request transit oriented neighborhood funding through the annual appropriations process. Once the amount of federal funding is confirmed, Foothill will issue a "call" for transit oriented neighborhood projects to our member cities advising them of the availability of these funds on a competitive basis.

Applications from member cities will be ranked on a point system (and funds distributed) based on the following criteria:

- Proximity to freeways and/or transit corridors
- Project readiness
- Local match (Minimum of 20%)
- Complementary uses – Multi modal – Other means of transportation
- Commuter amenities
- Area demographics and need
- Level of safety, security, & maintenance support

Foothill will require a number of spaces to be designated for park and ride use during specified weekday hours. This allows for open evening and weekend use. The details of this requirement will be negotiated and executed through a Memorandum of Understanding (MOU). (Specifics of the MOU boilerplate will be presented to the Executive Board at a later date).